

INFORMATION REPORT

CD NO

25X1

COUNTRY East Germany

DATE DISTR. 11 March 1953

SUBJECT East German Railroads: Conversion of Boxcars;
Status of Rail Lines in the Erfurt District

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PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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SOURCE

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1.

Belyavski (nu) ordered that equipment for the conversion of 500 boxcars and the material for the equipping of an additional 2,000 boxcars was to be procured by the end of 1952. The equipment for the 2,000 converted boxcars was to be available by late January 1953. In order to keep the number of boxcars to be converted for troop movements secret, the work was to be executed by several railroad repair shops. For security reasons, no written reports were to be made on the work performed nor were any files to be kept, from which the number of boxcars might be inferred.¹

2.

bad

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a. Weissenfels-Erfurt line:

The worst defects of this line were eliminated by a replacement of rails and ties. Seven welding crews are at present employed on the repair of 600 rail breakages. The physical status of the permanent way is deteriorating in the Weissenfels, Naumburg and Grossheringen areas. Small iron fittings, ties and rails are so worn that these defects cannot be eliminated by scheduled track maintenance work. The same applies to the soiled ballast. Rails on the line must be replaced.

b. Zeitz-Probstzella line:

Operational safety is no longer guaranteed on the sections between kilometer markers 47.9 and 48.15 as well as 48.3 and 49.9, as rails and ties are completely worn out. Rails on this line should be replaced in 1953. However, this will not be possible in view of the decreed rail allocations. The line sections mentioned will possibly have to be closed. Lines in the Poessneck and Licht areas are also in poor condition.

c. Blankenheim-Nordhausen line:

Both tracks between Blankenheim and Sangerhausen are soiled by ashes. The number of rail breakages is increasing. The ballast should be cleaned. Soft wood ties installed between the Berge/Kelbra and Nordhausen railroad stations from 1926 to 1928 must be replaced. There is at present a speed limit of 50 km/h for trains operating between kilometer marker 80.5 and 94.4. The necessary replacement of ties is scheduled for 1953.

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- d. Arnstadt-Neudietendorf line.
There are serious defects in the roadbed in sections of this line totaling about 13 km. Ties must be replaced. Some of the work is scheduled to be performed in 1953.
- e. As mentioned previously, it is most urgent that ties and rails be replaced on sections of the following railroad lines:

Probstzella-Sonneberg
Ebeleben-Muehlhausen
Greussen-Keula
Wernshausen-Trusetal
Rennsteig-Frauenwald
Ilmenau-Grossbreitenbach
Buttstaedt-Rastenberg
Erfurt Nord-Nottleben
Gera-Wuitz-Mumsdorf
Rottenbach-Katahutte

In some sections, rails are still nailed on ties, many of which are worn out. It must be expected that slow-down sections will have to be established.

- f. The status of subsidiary tracks such as sidings, etc. is deteriorating. The small allocations of rails are needed for repair work on line tracks. Ties and small iron fittings are in such a poor condition that scheduled maintenance work is without effect. It must be expected that several tracks will have to be closed.
- g. A total of about 1,400 new workers must be recruited for the execution of track maintenance work required in the Erfurt railroad district.²

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1. ☐ Comment. The equipment, which is stored at an installation of the regional railroad headquarters, is usually installed as needed.
. The equipment is subject to an excessive amount of wear and tear, because the soldiers are apt to use the wooden parts for heating and are apt to steal the portable stoves. However, it appears that the amount of equipment which is to be made available is far in excess of normal replacements. It may therefore be expected that the Soviets will increase their troop movements after February 1953. Railroad lines in the Erfurt district are heavily used by the Soviets. It is unknown, whether similar orders were also given for the other railroad districts. Colonel Belyavski was previously known as chief of the Soviet transportation control headquarters in Erfurt.

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2. ☐ Comment. The lines mentioned under a through d are important main lines in this district. A similar report on defects in the lines of this district, dated 5 May 1952, was transmitted previously. ☐
. The shortage of rails and ties prevents a systematic replacement of rails as required for safe railroad operations.

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